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The Climate of Wisconsin and its Relation to Agriculture. By

A. R. Whitson and O. E. Baker. 65 pp. *Bull. 223*, Agric. Exp. Sta., Univ. of Wisconsin. Madison, Wis., 1912.

It is a sign of the times that more and more attention is being paid to the economic aspects of climatology; that simple tabulations, however complete and accurate they may be, are being supplemented, and in some cases replaced by discussions of the larger relations which climates have to man. Very few persons can find a real live interest in "dry" climatic tabulations. Few can even find any real information in them. But as soon as a competent writer takes these tables, culls out from them the really essential things, put these essentials in brief and easily-remembered form, and then points out the economic bearings of these larger climatic characteristics, then his readers begin to see that climatic discussions really can be made interesting, and that the human aspects of climatology are full of importance in every-day life.

Messrs. Whitson and Baker have prepared a report on the climate of Wisconsin in relation to agriculture which gives the most important facts of climate and points out their relation to field crops, the dairy industry and fruit-growing. We hope other states will follow with similar reports. There are several charts and diagrams, but the isohyetal lines on the mean annual rainfall map are puzzling.

R. DEC. WARD.

The Ships and Sailors of Old Salem. The Record of a Brilliant Era of

American Achievement. By Ralph D. Paine. xv and 515 pp. Ills., index. A. C. McClurg & Co., Chicago, 1912. \$2. 8½ x 6.

This is an historical account of the maritime commerce of Salem, Mass., from 1680 when shipping was in its infancy and the struggle for an existence by trading ended commonly in defeat, through the years when Salem was the foremost seaport of the United States from the standpoint of imports from foreign shores, to about 1870 when the city in the face of new conditions turned its back to the sea and became a manufacturing center.

Much of the book is detailed excerpts from the logs and journals of a number of masters who were preeminently the leaders among the host of captains who sailed from this port. Here may be found the story of the early commerce with the West Indies and the Barbary Coast, with the East Indies and Japan. The first voyage to Japan of an American ship, under contract with the Dutch East India Company is related at length and the vivid picture of the barriers erected by the Japanese people against foreign contamination before the visit of Commodore Perry's squadron in 1853 is instructive and interesting. The Salem ships sailed the seven seas; cargoes of marketable commodities were brought from distant lands; the privateer fought the pirate and the jealous foreign competitor; it was an age of adventure and romance. The author, who set himself the task of compiling a book from the old manuscripts to commemorate the skill and daring of the Yankee sailor, has succeeded admirably.

ROBERT M. BROWN.

The Story of the Bronx, from the Purchase Made by the Dutch from the

Indians in 1639 to the Present Day. By Stephen Jenkins. xix and 451 pp. Map, ills., index. G. P. Putnam's Sons, New York. 1912. \$3.50. 9½ x 6½.

The interest of this narrative is imperfectly sustained. The result is patchy. In part, this defect is due to the absence of a well ordered plan in the study of the material; perhaps still more to the interlacing of two schemes of treatment which in themselves are scarcely to be coordinated. In the earlier and to some extent, in later chapters, the author has prosecuted his researches through the development of the waterways of the region as natural lines of communication, the beginning of the trail of the Indian, the lane of the early settler on his frontier farm, the postroad, the city street, becoming in